









## SIR LORMAINE

## A Talk in Paris.

As bearing upon the visit of the Lord Mayor of London to Paris, the correspondent of the *Evening Standard* sends the following amusing sketch:

"Sir Lorraine," corrected his informant, a little man with brown hair, a thick nose, and a very red face, by the name of Sir Lorraine.

"Ah, but I know him," said the Lord Mayor, "I know him very well. He is a very good man, and I have known him for many years."

"He is a very good man," said the Lord Mayor, "I know him very well. He is a very good man, and I have known him for many years."

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## The World's Greatest Tenor



## A hint to tired people—

A letter has reached us from Signor Caruso, from which it is plain that the great tenor feels that fame is not without its anxieties. Of course his chief concern is the care of his marvellous voice, and there is a story told that when the San Francisco earthquake happened, he ran from his hotel in a sleeping suit, and immediately stopped in the street and sang a few notes in order to see whether the shock had damaged his voice. All people with an artistic or sensitive temperament are most susceptible to nervous shock or nerve weakness, and Signor Caruso says in the letter referred to, that he found the most effective remedy for his tired nerves was a dose of Phosferine. The most gifted people usually make the greatest demands on their Nerve Force, and it is evident that Signor Caruso found the restorative properties of Phosferine so beneficial that he feels constrained to confirm the testimony of innumerable other people in every rank of life.

## Which he has proved reliable.

Signor ENRICO CARUSO writes: "Ho provato la Fosferina per una dolorosa affezione d'Asma e l'ho trovata sì molto efficace per la sua azione. Con il mio figlio di Saluto, ENRICO CARUSO (Translation) 'I have tried the Phosferine of Messrs. Ashton & Parsons and I have found it most efficacious when I am tired. With my best salutations, ENRICO CARUSO.' July 3, 1906.

## PHOSFERINE

The Greatest of all Tonics.

A PROVEN REMEDY FOR

Exhaustion, Neuritis, Backache, Mental Exhaustion, Sleeplessness, Brain Fag, Indigestion, Nervous Debility, Fatigue, Irritability, Premature Decay, Nervous Debility, Fatigue, Irritability, Premature Decay.

The Remedy of Kings  
Phosferine has been supplied by Royal Commissions

To the Royal Family, H.M. the Emperor of Russia, H.M. the King of Greece, H.M. the Queen of Roumania, H.M. the Duke of Saxe-Coburg and Gotha, H.M. the Grand Duchess of Oldenburg, and the Principal Royalty and Ais. across the world.  
Prepared by Ashton & Parsons Ltd., 17, Farringdon Road, London, E.C. Price in Great Britain bottles 1s. 6d. and 3s. 6d. sold by all Chemists, Druggists, &c. The 2s. 6d. bottle contains nearly four times the 1s. 6d. one.

## CHAMPAGNE.

## VUVE CLICQUOT PONSARDIN

RHEIMS.

Maison fondée en 1783. WERLE et Cie, Succrs.  
PURVEYOR TO HIS MAJESTY KING  
EDWARD

HIS ROYAL HIGHNESS  
THE PRINCE OF WALES.

CHINA EXPORT-IMPORT &amp; BANK-CIE.

SOLE AGENTS FOR CHINA AND JAPAN.

2, CONNAUGHT ROAD, HONGKONG.

## USE ONLY &amp; USE ALWAYS

ATKINSON'S

MOST REFRESHING.

A LUXURIOUS PERFUME

IN HEALTH.

Far Superior to the German Kinds.

A NECESSARY RESTORATIVE

IN SICKNESS.

EAU DE COLOGNE

**OAKLEY'S**  
**WELLINGTON KNIFE POLISH**  
**WELLINGTON SILVERSMITH'S BLACK LEAD SOAP FOR CLEANING PLATE**  
**POLYBRILLIANT METAL POMADE**  
NEVER BECOMES DRY & HARD. KEYS OTHER METAL PLATES.  
JOHN OAKLEY & SONS, LIMITED, WELLINGTON, ENGLAND.

## Notices to Consignees.

## HEN LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## STEAMSHIP RENLOND.

## FROM ANTWERP, LONDON AND STRAITS.

## CONSIGNEES OF CARGO are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED, whence and for from the wharves delivery may be obtained.

## No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 24th November, will be subject to rent.

## All Claims against the Steamer must be presented to the Underwriter on or before the 3rd December, or they will not be recognized.

## All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th November, at 11 a.m.

## No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, November 19, 1906. 2222

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## FROM TRIESTE, PORT SAID, SUVA, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

## NOTICE TO CONSIGNEES.

## FROM TRIESTE, PORT SAID, SUVA, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Co's Steamship *Erzherzog Franz Ferdinand* having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED, whence delivery may be obtained.

## This Vessel brings cargo:—

From Trieste ex s.s. *Imperatrice*, transhipped at Bombay.From Venice ex s.s. *Repubblica*, transhipped at Trieste.From Zanzibar ex s.s. *Raketa*, transhipped at Aden.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Underwriter before Noon, on the 24th November, 1906, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th November, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WHEELER &amp; CO., Agents.

Hongkong, November 19, 1906. 2225

## INDO CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship *Kutang* having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 5 P.M., the 17th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON &amp; CO., General Managers.

Hongkong, November 16, 1906. 2208

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD.

## BREMEN.

## NOTICE TO CONSIGNEES.

## THE Steamship WILHELM, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 19th November, at 9.30 a.m.

All Claims must reach us before the 23rd November, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

## NORDDEUTSCHER LLOYD, MELOCHERS &amp; CO., Agents.

Hongkong, November 14, 1906. 2197

## NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *DEVANHA*.

## FROM BOMBAY, COLOMBO AND STRAITS.

## CONSIGNEES OF CARGO, by the above-named vessel, are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings Cargo:—

From London, ex s.s. *McDavid*.

From Italy, ex s.s.

From Australia, ex s.s.

From OCEANIA, ex s.s.

From Ceylon, ex s.s. *B.L.S.N.*

and B. &amp; P.S.N. Co's steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 Hours.

Goods not cleared by the 22nd inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at the appointed hour.

All claims must be presented within two days of the steamer's arrival, hereafter which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Agent.

Hongkong, November 16, 1906. 2207

## His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Gun.	H.P.	Captain.	Last reported at
Albion*	despatch-vessel	1700	13	3000	Comdr. E. La T. Leatham	Hongkong
Astrea	cruiser, 2nd class	4360	10	9000	Captain S. L. Vaughan Lee	Hongkong
Bramble	river gunboat	710	2	900	Lieut.-Comdr. Davidson	Yangtze
Britannia	river gunboat	710	2	900	Lieut.-Comdr. Bamber	Yangtze
Cadmus	ship	1070	6	1400	Comdr. Laird	Hongkong
Cherub	water tank and tug	390	—	300	—	Hongkong
Diamant	cruiser, 1st class	1070	6	1400	Comdr. H. D. Wilkin, D.S.O.	Hongkong
Faun	torpedo boat destroyer	11,090	16	6,500	Capt. H. W. Savory, R.N.	Hongkong
Flora	cruiser, 2nd class	360	4	5700	Lieut.-Comdr. Hughes	Hongkong
Flora	cruiser, 2nd class	4360	10	7000	Capt. Grant Dalton	Whitaiwei
Flora	torpedo boat destroyer	275	6	4000	Lieut.-Comdr. Cox	Whitaiwei
Flora	torpedo boat destroyer	275	6	4000	Lieut.-Com. Henricus Heaton	Whitaiwei
Flora	torpedo boat destroyer	275	6	4000	Lieut.-Comdr. W. B. Darwall	Bongkoo
Flora	cruiser, 1st class	9000	14	22,000	Capt. De Horsey	Hongkong
Flora	cruiser, 1st class	14,000	14	30,000	Capt. Cecil F. Thurbay, R.N.	Hongkong
Flora	river gunboat	615	4	1200	Lt.-Comdr. E. V. R. Dugmore	Hongkong
Flora	cruiser, 1st class	9800	—	—	Capt. A. J. Tuke	Hongkong
Flora	river gunboat	180	2	800	Lt.-Comdr. G. E. Vaughan	Hongkong
Flora	torpedo boat destroyer	350	6	8300	Lieut.-Comdr. J. Riddle	Whitaiwei
Flora	cruiser	2400	—	—	Capt. Woolcombe	Hongkong
Flora	surveying-vessel	635	6	650	Comdr. C. E. Moore	West River
Flora	river gunboat	85	2	240	Lt.-Comdr. C. O. Walcott	West River
Flora	river gunboat	85	2	240	Lt.-Com. H. T. Arty	Yangtze
Flora	river gunboat	85	2	240	Lt.-Comdr. Lyne	Hongkong
Flora	torpedo boat destroyer	260	6	6500	Commodore Williams	Yangtze
Flora	river gunboat	160	2	800	Lt.-Comdr. E. Seaton	Shanghai
Flora	river gunboat	710	2	900	Lieut.-Comdr. West	Whitaiwei
Flora	torpedo boat destroyer	355	6	8300	Lieut.-Comdr. Stevenson	Whitaiwei
Flora	surveying ship	620	—	460	Comdr. R. W. Glenzie	Whitaiwei
Flora	torpedo boat destroyer	195	6	7400	Lieut.-Com. C. E. L. Thomas	Upper Yangtze
Flora	river gunboat	150	2	600	Lieut.-Com. C. F. Wright	Upper Yangtze
Flora	river gunboat	150	2	600	Lieut.-Com. C. F. Wright	Upper Yangtze

## Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Gun.	H.P.	Captain.	
Kaiser F Panther	Austro-Hungarian cruiser Austro-Hungarian cruiser	4300 1860	19 12	9000 8000	Capt. Ferdinand Boller Capt. E. K. K.	Shanghai Singapore
Achilles	French armoured cruiser	1798	10	1700	Lieut. Ferret	Hai Phong
Adour	French armoured cruiser	—	—	—	Lieut. Morla	Hai Phong
Albatros	French torpedo boat	123	—	500	Commander Kerhuel	Cape St. James
Argus	French gunboat	—	—	150	Lieut. Jeannel	Canton
Carondelet	French gunboat	645	10	1000	Lieut. Hise	Salon
Decade	French gunboat	11,242	—	—	Lieut. L. Beas	Salon
D'Entrecasteaux	French cruiser	9295	14	6500	Capt. Tesson	Kinkiang
Desaix	French armoured cruiser	10,014	18	20,000	Comdr. Amet	Salon
Dupleix	French sub-marine	303	7	6300	Lieut. Coquelin	Salon
Escopette	French destroyer	354	7	303	Lieut. Gairaud	Hongkong
Francisque	French destroyer	9375	16	20,500	Lieut. Saint-Saens	Hongkong
Fronda	French cruiser	9700	—	—	Captain Ridoz	Salon
Gueydon	French gunboat	200	6	303	Lieut. Porter	Hai Phong
Henri Riviere	French gunboat	307	7	30	Lieut. Corbier	Salon
Jacquin	French gunboat	307	7	30	Capt. Davaud	Salon
Javelin	French destroyer	1550	6	2500	Commander Simon	Salon
Kersaint	French cruiser	—	—	—	Lieut. Armbruster	Salon
Lynx	French sub-marine	—	—	—	Capt. Mariot	Salon
Montcalm	French destroyer	2070	12	10,600	Lieut. du Chemin	Salon
Mosquet	French destroyer	897	6	300	Capt. Grollier	Salon
Olivier	French gunboat	—	—	—	Lieut. Lavisserie	Chungking
Peche	French gunboat	—	—	—	Lieut. de Reisch Werth	Tongkai
Pistolet	French torpedo-boat	350	7	300	Lieut. Grollier	Hongkong
Porte	French sub-marine	—	—	—	Lt. Vincent de Brinhiac	Salon
Rapier	French torpedo-boat	—	—	—	Reserve	Salon
Redoutable	French battleship	9437	6	6071	Lieut. Lobal	Hongkong
Sabre	French destroyer	—	—	—	Capt. Duprie	Salon
Suez	French gunboat	1794	10	1700	Capt. Torquem	Salon
Taklong	French gunboat	—	—	—	Lieut. Bregon	Salon
Takos	French destroyer	250	6	—	—	Yangtze River
Vauban	French battleship (reserve)	6150	21	4580	—	Salon
Vigilante	French gunboat	123	7	500	—	Hongkong
Furor Blazmark	German flag-ship	11,000	36	14,000	Captain Wilken	Japan
Ulas	German gunboat	1050	10	1300	Comdr. Baron von M. Hillebrand	Hongkong
Jaguar	German gunboat	900	10	1250	Comdr. Kiese	Hongkong
Lucie	German gunboat	850	10	1344	Comdr. Harzog	Hongkong
Möwe	German gunboat	1005	8	875	Comdr. Lubbert	Tsingtao
Nieble	German cruiser	—	—	—	Capt. Witschel	Hongkong
S. 90	German torpedo-boat	—	—	—	Capt. Lieut. Wing-Moller	Tsingtao
Taku	German gunboat	500	10	1300	Capt. Lieut. Walter	Tsingtao
Tiger	German gunboat	170	5	1300	Comdr. Abeken	Japan
Tungus	German gunboat	170	5	1300	Capt. Lieut. Gieseler	Canton
Vandal	German gunboat	—	3	600	Capt. Lieut. von Bulow	Yangtze River
Versoria	German gunboat	—	3	600	Capt. Lieut. Perboni	Yangtze River
Calabria	Italian cruiser	3300	—	—	Capt. Marone	Salon
Elba	Italian cruiser	3300	10	7471	Captain Bora Elen	Shanghai
Marco Polo	Italian cruiser	3900	—	—	Captain Probsthor	Shanghai
Puglia	Italian cruiser	2498	29	7000	Capt. Fresconi	Shanghai
Adamastor	Portuguese cruiser	1990	14	4000	Captain d'Antas Ribeiro	Macao
Dia	Portuguese gunboat	720	—	—	Captain Coutinho	Macao
Amoy	U. S. gunboat	429	7	8000	Ensign A. K. Shoup	Philippines
Bainbridge	U. S. torpedo-boat destroyer	4460	—	—	Lieut. Woodward	Japan
Baltimore	U. S. cruiser	4251	7	8000	Capt. Sargant	Manila
Barry	U. S. torpedo-boat destroyer	2198	10	800	Lieut. Irwin	Hongkong
Callaghan	U. S. gunboat	3100	10	4301	Ensign Guy Witlock	Canton
Chattanooga	U. S. cruiser	429	7	8000	Commander Alex. Sharp	Manila
Chauncy	U. S. torpedo-boat destroyer	429	7	8000	Lieut. E. P. Jones	Manila
Cincinnati	U. S. cruiser	8213	12	7600	Comdr. J. M. Robinson	Philippines
Concord	U. S. gunboat	429	7	8000	Capt. C. J. Boush	Manila
Dale	U. S. torpedo-boat destroyer	429	7	8000	Reserve	Manila
Danton	U. S. gunboat	429	7	8000	Comdr. H. R. Roman	Philippines
Elmore	U. S. gunboat	429	7	8000	Lieut. W. F. Coffin	Hongkong
Merchmont	U. S. gunboat	429	7	8000	Captain Logan	Yokohama
Ohio	U. S. battleship	12,000	—	—	Ensign A. B. Reed	Canton
Pampanga	U. S. gunboat	201	3	250	Lieut. G. R. Frain	Oswin
Parana	U. S. gunboat	201	3	250	Comdr. J. C. Gilmore	Manila
Quincy	U. S. gunboat	4000	14	—	Lieut. F. L. Fletcher	Manila
Rainbow	U. S. cruiser	3213	18	7500	Capt. F. L. Pinney	Manila
Raleigh	U. S. gunboat	847	3	600	Commander W. L. Rodgers	Manila
Villafra	U. S. gunboat	1500	8	1800	Captain Franklin J. Drake	Manila
Wilmington	U. S. battleship	12,000	60	12,600	—	Manila





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LOCAL NEWS,

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XMAS GIFTS.

JUST received a Large and Fine Assortment

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CARDS, AND CALENDARS, &c.

MOST SUITABLE FOR POSTING TO EUROPE.

PRICES VERY MODERATE.

Inspection Solicited.

I. NAKAZAWA,

7, D'AGUIAR STREET.

Hongkong, October 24, 1906. 2092

THE WELDON HOUSE,

LIMITED.

ARE SHOWING

DRESS GOODS for the present season,

HATS (Paris Model) of the latest Fashion,

SWATOW DRAWN THREAD WORK

and a Fine Selection of TRIMMINGS

just received from PARIS.

Every Convenience in the

DRESSMAKING DEPARTMENT.

HATS remodelled and made to Order.

INSPECTION CORDIALLY INVITED.

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Hongkong, October 24, 1906. 2091

S. MOUTRIE & Co.,

LIMITED.

Have established a reputation

of over 11 years as First-

CLASS PIANO MANU-

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now able to supply Pianos

unsurpassed for perfec-

tion of TONE and TOUCH

and they are not affected

by any Climate.

PRICES FROM

\$340.

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ONE BUILDINGS CHATER ROAD,

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87, QUEEN'S ROAD

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'STILL LEADING.'

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\$15.00...Per Case.

A. S. WATSON & CO.,

LIMITED.

WINE & SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

Hongkong, October 18, 1906.

BIRTH.

BURKILL.—On November 15, at 38

Wahaiwei Road, Shanghai, the wife of A.

W. BURKILL, of a son.

MEMOS. FOR TOMORROW.

Auction.

9.30 p.m.—Auction of Household Furni-

ture, at No. 6, China Road.

Miscellaneous.

9.30 p.m.—Grand Concert at City Hall.

General Memoranda.

THURSDAY, November 22.—

10 a.m.—Auction of Wreck of the Hulk

Stanford, at Mr. Geo. P. Lammer's

Sales Rooms.

2.50 p.m.—Auction of Stock-in-Trade,

at No. 82, Elgin Road, Kowloon.

9 p.m.—Legation of Entertainment in

Holla View Hotel.

Goods per Deranka not cleared at 4 p.m.

on this date subject to rent.

Goods per Gregory appear undelivered

after 4 p.m. on this date will be landed.

FRIDAY, November 23.—

10 a.m.—Auction of Household Property

at Mr. Geo. P. Lammer's Sales

Rooms.

Goods per France, Friedman and Co.,

after this date subject to rent.

MONDAY, December 3.—



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## ALLEGED FRAUD.

A Boarding House Sale.

In the Summary Jurisdiction of the Supreme Court this morning, Mrs. P. Watling sued Mrs. R. White for \$424, balance due on a promissory note for \$535.

Mr. E. J. Grist appeared for the plaintiff and Mr. P. W. Golding for the defendant.

As the defendant's solicitor had misadvised a plea of fraud and misrepresentation the Plaintiff Judge (His Honour Mr. A. G. Wise) called Mr. Golding to open the case.

Mr. Golding. It appears that the plaintiff was until recently the tenant of Zeland House. About July this year an execution was put in against her and the majority of the furniture taken to the auction room for sale. The defendant made an arrangement to get a further lease and, requiring some furniture, agreed to take four beds, some soap, one table and one or two tenants fixtures and a stove from plaintiff. She also was informed by Mrs. Watling that the electric fittings belonged to her and defendant agreed to purchase them for \$300. A bill was made out amounting to \$535 and on the faith of the bill defendant signed a promissory note. It transpired later that the plaintiff did not purchase the electric fittings they still belong to the Electric Company, and plaintiff was still in arrears with the rent for them. Defendant admitted liability for portion of the promissory note and having already paid one payment on account had paid a balance of \$24 into Court, making in all \$194 paid.

Mr. W. H. Wickham, manager of the Hongkong Electric Company, was called, and deposed that the electric fittings were put into Zeland House in May, 1906.

Mr. Grist. We claim the electric fittings were not claimed by Mrs. Watling, she said in the installation.

Mr. Wickham (in answer to Mr. Golding). She paid for certain lamps and a few lamps, a total of \$200. The wires and everything in the house at that time belonged to me. On July 17, 1906, a further bill of \$150 was paid by Mrs. Watling on behalf for some fittings. At present she was indebted to the Company to the extent of \$120 odd, for current supplied and hire of fittings.

Mr. Golding. Her statement that she paid \$300 for electric light fittings is incorrect.

Mr. Wickham. Quite incorrect.

Mr. Grist. If she made it.

Mr. Wickham continued that the fittings in February, 1906, were valued at \$188, cost price.

Mr. Grist. Do you suppose they have deteriorated? What is their value today?

Mr. Wickham. They would be worth \$40 or \$50.

Mr. Grist. That is because most of them become landlady's fittings by reason of being fitted into the place?—Yes.

Mr. Grist—Then as a matter of fact what property you have there is worth \$40 or \$50?—That is all we could take away.

Mr. Grist—It does not belong to you; it belongs to the landlady? You cannot take it away?—No.

Mr. Grist—You put these fittings in cheaply on account of Mrs. Watling being late a widow and in poor circumstances?—Yes, at cost price. The total book value was about \$230.

Mr. White stated she was proprietress of Zeland House, having taken it over 3½ months ago. When she took it over she offered to buy the furniture and fittings for \$300, to be paid by monthly instalments. A promissory note was brought to her by Mrs. Watling and Mrs. White signed it without reading it. Mrs. Watling said the electric fittings were hers and that she paid \$600 for them, but would only charge half-price for them, which, continued defendant, "I thought very reasonable."

On seeing the manager of the electric company, however, defendant was informed that the fittings had not been purchased by Mrs. Watling.

In answer to Mr. Grist defendant denied paying anything for the goodwill, and Mr. Grist reading the promissory note which stated the consideration was goodwill, she remarked—"I did not read it; it was done in such a hurry. When I was asked to take the house nothing was said about goodwill. The house had a very bad name."

Mrs. Watling was called and stated that the defendant offered \$400 for the house but the negotiations did not result in sale. Subsequently Mrs. Watling offered to sell the goodwill for \$400 and a later purchase of \$135 worth of furniture brought the total to \$535, nothing being said about purchasing the electric fittings.

Plaintiff denied writing the bill produced by defendant nor that she gave any other authority to write it. Further questioning elicited the fact that two bills were in Court, both including the item of electric fittings, though the totals did not agree. A letter put in by Mr. Golding as written by Mrs. Watling's son was compared with the two accounts. Mrs. Watling identified the writing on the letter but not that on the accounts. She denied that an execution had been put in at Zeland House.

Mr. Golding submitted that a case of fraudulent misrepresentation had been made out, and asked for judgment for defendant.

Mr. Grist contended that on the evidence His Honour could not give judgment for the defendant on a question of fraud. It was quite possible that mistake had been made and that unintentionally. Whatever

was the case plaintiff was certainly entitled to \$150 for the fittings and \$150 for the goodwill.

The Puisse Judge—With regard to an allegation of fraud, it was one of the oldest principles that such allegation could not be proved by the unsupported evidence of one of the parties, if contradicted by the other, and therefore that contention must fall to the ground. I can see no excuse for defendant not reading the promissory note before signing; she should not have done it, and at the first blush I thought of giving judgment for the plaintiff for the full amount. Mr. Grist has given me a loophole for escape which I will take and give judgment for the plaintiff for the money paid into Court and \$150, with costs.

## SPORTING.

## Bowling.

A bowling match between the Hongkong Club and the Club Germania will take place on Wednesday next, commencing each day at 5 p.m. The following teams have been selected:—

Hongkong Club: T. O. Gray, F. Midland, J. H. Kemp, E. H. Hinds, H. Hancock, P. W. Golding, C. P. Chavaz and J. Hooper (Captain).

Club Germania: J. Wahlen, W. C. O. Spalkover, G. Wagner, C. Meyer (Captain), A. Romisch, E. Vollbrecht, A. Bone and P. Nicolai.

The first four of each team will play on the Club Germania alleys on Wednesday and on the Hongkong Club alleys on Thursday, and the remaining four of each team on the Hongkong Club alleys on Wednesday and the Club Germania on Thursday.

## SOUTH AFRICAN COOLIES.

## Fight at West Point.

A murderous fight took place last night at West Point amongst a number of coolies who recently returned from the mines in South Africa. The coolies are all northern men and are waiting here for transportation to their homes in the north. Apparently they have plenty of money, sums that would be a fortune for the ordinary coolie changing hands freely amongst them in gambling transactions. The most of them, as far as can be learned, had been about a year in South Africa and from the cheques that they possess it would appear to be an easy matter for coolies to become wealthy over there.

According to the particulars that have been supplied to the police it was over a cheque for £80 (sterling) that the fight took place. This sum was borrowed from one man by one of his friends to pay some gambling debts with but after being a week or so in Hongkong the lender pressed for the return of his money but without success.

The lender appears to have had plenty of money besides the cheque for £80 but it was all in drafts on the South African Labour Company's branch at Johannesburg and not negotiable locally. The refusal to repay the money led to the fight. The lender, collecting his friends, and the borrower doing the same they met in pitched battle in the street at West Point. Knives were freely used and two men were cut about so badly that they are in a very dangerous condition at the Government Civil Hospital at present, where they were removed by the police. One man is so badly wounded that his dying depositions have been taken by the authorities.

The police, on being informed of the fight were quickly on the scene and succeeded in making five arrests. These men were charged by Inspector Odell, at the Magistrate's, this morning, with attempted murder, assault and wounding, and the case against them was remanded for a week to see whether the wounded men will recover.

## BY WHARF AND WAVE.

The s.s. "Mongolia," having been thoroughly repaired and placed in good order and condition, will again go on the route taking up her regular sailing date on schedule leaving San Francisco on December 21st for Hongkong, via usual ports of call.

## The ill-fated "Condor."

Letters received in England from British Columbia—contain particulars of the finding of a lifebuoy at Harlot Bay belonging to the sloop "Condor," which was lost, with her crew of 140 officers and men, while on a voyage from Esquimaux Harbour to Honolulu in December, 1901, but of whose fate no definite intelligence was ever received. The finding of the lifebuoy after a period of five years revives the sad story of the lost vessel, which sailed on her initial commission from Esquimaux on December 3, 1901. The "Condor" was subsequently signalled passing Cape Flattery, and on the same day the steamer "Hawesman" also passed the Cape. Neither ship was ever seen again, and the supposition at the time was that they foundered in one of the violent storms that swept the Pacific Coast about that time.

## NOTHING TO FEAR.

MOTHERS need have no hesitancy in giving Chamberlain's Cough Remedy to their little ones, as it contains absolutely nothing injurious. This remedy is not only perfectly safe to give small children, but is a medicine of great worth and merit. For sale by all chemists and druggists.

THE RESPONSIBILITY FOR  
THE STRANDING OF THE  
"MONGOLIA."

Heated Proceedings at San Francisco.

It appears from a lengthy report in the San Francisco Chronicle that contradictions, charges of incompetency, errors in the log, officers arrayed against the captain, and the captain asserting that they were not telling the truth, were some of the features of the enquiry concerning the stranding of the Pacific Mail steamship "Mongolia," which was begun on the 29th ultimo in San Francisco by United States Local Inspectors Dolles and Bulger. Mr. R. P. Schwerin, Vice-President and General Manager of the Pacific Mail Steamship Company, took part in the questioning, and made it apparent that he believed that Captain W. P. S. Porter was to blame. He and Captain Porter engaged in a few heated passages, Captain Porter intimating that the officers of the "Mongolia" had been turned against him after reaching San Francisco. "There was not an officer on the ship who was not loyal to me until the last week," he declared. Mr. Schwerin retorted that the Captain had gone to his office and charged the officers with being incompetent. "You charged that I did not have an officer in the service who was fit to go to sea. You demanded to know how I got such officers. I asked you how long Martin and Cahill were on board the ship, and you admitted they were there longer than you were. I asked you how long it took you to find out that an officer was incompetent and whether you had ever complained about your officers. You admitted that you had never complained." After a good deal of wrangling concerning the Captain's relations with the officers, the proceedings continued as follows:—

"You were ordered not to approach that island at night," Schwerin said to Captain Porter, and he produced the written order, dated at Yokohama, September 10, which was handed to Porter before leaving that port. The instructions, sent by Mr. Schwerin by cable were that Captain Porter should take Mr. Ward, vice-president of the Pacific Cable Company, to Midway Island, and that Porter should use his discretion about going near enough to the island to permit Ward to land.

"You are advised that you must exercise extreme caution and make the land in daytime only," the order stated. The vessel went on the Midway Island reef at 10:27 o'clock on the night of September 10. "I consider Captain Porter a competent sailor man, but an incompetent navigator," Mr. Schwerin said. "I am entrusted with the charge of thousands of passengers on the Pacific Mail ships," Mr. Schwerin continued. "I must see that the lives of thousands of persons and property of great value are properly protected and I cannot afford to let it be said, as Captain Porter has said, that all the officers in the company's service are incompetent. Those words were burned on my memory, and on account of them I sent for these officers and spoke to them."

The discrepancies in the testimony were extraordinary, Mr. Schwerin remarked. The inspectors found it hard task to get the facts. For over an hour before the vessel struck First Officer Martin was cutting the lead to get soundings. At the sixth cut bottom was touched at a depth of 175 fathoms. He testified that this kept on, going at the rate of five or six knots an hour, and that at the next cast, about ten minutes later, a depth of only seventeen fathoms was shown. Nine minutes later the ship grounded, still going ahead.

Martin kept the ship's log book, and when questioned about the erasure of figures in several places, he said that no figures were altered. The figures scratched out were written in again, he stated, but he did not satisfactorily explain why the erasures were made. The captain and Martin differed as to the course the "Mongolia" took. Captain Porter also declared that the ship was going dead slow—about three knots—before the forty-fathom sounding was taken, while Mr. Martin said the speed was greater. "When you got forty fathoms, why didn't you stop?" Mr. Schwerin asked Captain Porter. "The ship was stopped before I got forty fathoms," Captain Porter replied. "I got forty fathoms a little after 10:30 o'clock." He denied that the seventeen-fathom sounding was reported to him. "I reported seventeen fathoms over the telephone to the bridge," Martin testified. Witness, however, who was on the bridge with the captain, said that he took this report and passed it on to Captain Porter. The captain thought he was fifteen or sixteen miles out when he sighted the light on the island. Martin said that shortly after the light was seen he advised the captain to take two or four point bearings to find how far out the ship was, and then he would know exactly how to run for soundings. The advice was not accepted.

"The ship was not stopped at forty fathoms," Wiesenhausen testified, "and she was running ahead—not dead slow—when she struck. At 10:27, when she struck, I rang for full speed astern." The bridge log book, kept by Wiesenhausen, was he said written up by him the night after the "Mongolia" went ashore. "That is not true," Captain Porter declared. "It was not written up on the third day after I can bring a man to prove it." Wiesenhausen testified that when he reported forty fathoms the captain did not speak, but Captain Porter and Cahill went into the chart-room. Cahill said that the captain, looking at the chart, put his finger on the nearest forty-fathom point of soundings and did not appear to think his position dangerous. Then Cahill took a bearing of the light and plotted a forty-fathom sound-

ing on the chart, and said to the captain, "You are closer in than you think you are," but he got no answer. Cahill testified that the vessel did not stop going ahead until she struck. The night was fine and clear. Captain Porter insisted that the order to stop was given by him and obeyed by the engineer before the ship reached forty fathoms. Three or four minutes before the ship struck Cahill reported to the captain that there was a rock or reef ahead. "All I could make out was a little reef above water. He picked up his glasses and looked for it, but said he could not see it." "If you were so positive why did you not back the engines?" Inspector Dolles demanded. "The captain was in command on the bridge," was the answer. Captain Porter was asked by Dolles whether Cahill's testimony was true, and he said that some of it was true and some was not. He added that Cahill read his reports of the occurrence and approved them, and now he came forward to testify differently.

The log showed that seventeen fathoms was sounded at 10:18, and Martin said this was correct, and that forty-fathom sounding was previous. Porter asserted that the ship was going dead slow from 9:40, that the engines were stopped at forty fathoms, which was about 10:20 o'clock, and that a few seconds after forty fathoms was reported he saw a white streak and gave the order for full speed astern. The chief engineer, W. Chisholm, was the only witness who at all corroborated the captain. He log showed that the ship stopped at 10:25. At 10:27 the ship was reported on the reef, but how she got there Chisholm did not know. He could not tell whether the vessel kept going ahead after the engines were stopped, and he did not feel her strike. Wiesenhausen stated that no signal was given the engine-room to stop the ship until she struck the reef, but Chisholm, who appeared to derive much amusement from the controversy, was sure that his log was correct. The time recorded in it was taken from the clock in the engine-room, but he did not take it, and the man who did was not present. Chisholm said the ship was going dead slow for a time, between three and four knots. Schwerin remarked that he did not want to suggest that Chisholm was testifying in any particular to what was not the fact, but he understood from the chief engineer in a conversation with him that the ship was not stopped but was going ahead at four or five knots an hour. Mr. Schwerin inquired whether Chisholm ever heard Captain Porter say that his officers were incompetent or inefficient. Chisholm, after some hesitancy, said that Porter spoke well of the officers before the disaster and all of them got along like a happy family, but after the ship went ashore Captain Porter said that some of his officers were incompetent. The enquiry stood adjourned.

## SOCIAL AND PERSONAL.

The Rev. Cheok Hong Cheong of Sydney having received an urgent message from the Chinese Mission Society to return to China came up by the Japanese boat "Kumano Maru." Mr. Cheong was doing excellent mission work among the Chinese of Melbourne, and as he is devoted, he purposes making his visit to his native land as brief as possible.

A Seattle paper gives particulars of further changes in the personnel of the "Minnesota." Mr. A. G. Henderson, chief steward, has been appointed to take the place of Mr. David F. Robertson, who has made two voyages on the boat. After Chief Officer Austin accepted the appointment as captain, the vacancy he left was filled by the promotion of First Officer Ransom. Mr. H. P. Peterson, formerly in the transport service, and for two years in the American-Hawaiian service out of San Francisco, was made first officer. Mr. H. F. Bert, with the Northwestern Steamship Company as steward for several years, is now on the "Minnesota" as chief steward. These appointments fill all the vacancies caused by the resignation of Captain John H. Rinder and the displacement of Purser Robertson.

We learn from the Japan Gazette that a most regrettable accident occurred to Mr. James Walter, on Nov. 5 at the new Golf Links at Negishi, Japan. Whilst stepping from a putting green Mr. Walter slipped, and his leg doubling under him, it was fractured. The fracture is a double one. He was at once conveyed to the General Hospital and attended by Drs. Davies and Eals, the latter gentleman being from the Royal Naval Hospital. The fracture was set and on Tuesday Mr. Walter was progressing as well as could be expected. Both the bones of the leg are fractured but fortunately the serious consequences of a compound fracture were avoided by the prompt action of the gentlemen accompanying Mr. Walter at the Links. They fitted a temporary splint and thereby prevented the lower end of the upper fragment of the tibia from protruding. But for these measures the result of the accident would have been very serious.

The Anniversary of the Wesleyan Church at Wanchai on behalf of Foreign Missions was concluded last evening. Sunday's congregations were a little above the average. Last evening there was a large gathering, and a very enthusiastic meeting. The preliminary tea was largely attended; the ladies were busy for quite an hour ministering to the demands of the hungry men. The tables looked very attractive, what with the autumn flowers, and the piles of provisions, and colours of the services, as the men sat down to tea. At 7:30 the public meeting was called to order by Mr. A. Mackenzie, who presided over the meeting. The principal speaker was the Rev. Dr. Anderson from Faisan. He had an appreciative audience and he gave them a good speech, full of information, not without playful touches, and at the same time thrilling with life. There can be no doubt about his devotion to the cause of the Church, and as well as the Church choir, sang and added to the attraction of the evening. At the close Captain Brown spoke a few words, expressing the thanks of the meeting to all who had assisted in making things go so well. The Rev. C. Bone gave a short address. The collection on behalf of Foreign Missions was \$33.00.

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### Vessels Advertised as Loading

**Section.**

7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellat's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

the **FRANCE MAIL** of the 29th Oct. left Singapore on Tuesday, the 20th Nov., at 6 a.m., and may be expected here on or about Tuesday, the 27th Nov. This packet brings replies to letters despatched from Hongkong on Tuesday, the 20th Nov., and is feared by many of the natives, who are not without reason, that it will contain some news of a serious nature. It is said that the Government have been informed that the Chinese Government are about to send a large force to the coast of China, and that the British Government are about to send a large force to the coast of China. The best method of sending cards is to enclose them in an envelope with the name of the person to whom they are to be sent. The name of the person to whom they are to be sent should be written on the envelope, and the name of the person to whom they are to be sent should be written on the envelope.

Dr. D. H. Ansell	Mr. W. B. Noble
Mr. A. J. Hall	Mr. Johannes Van
Dr. J. W. Hertley	Rejoice
Mr. Kennedy	Mr. G. Schubert
Mr. H. H. Kynoch	Mr. G. S. S. S. S.

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations. Cash.
<b>BANKS</b>				\$810, sale & sellers
Hongkong and Shanghai Bank Corp.	80,000	\$ 125	all	London, 193.
National Bank of China, Limited	99,925	7 2	6	147, 1/2c
<b>MARINE INSURANCE.</b>				
Canton Insurance Office Co., Ltd.	10,000	\$ 250	\$ 50	\$300, sellers
China Traders Insurance Co., Ltd.	10,000	\$ 33.33	\$ 10	\$265, buyers
North-China Insurance Co., Ltd.	10,000	\$ 15	\$ 2	Tls. 73
Union Insurance Society, Ltd.	10,000	\$ 250	\$ 100	\$270, buyers
Yangtze Insurance Association, Ltd.	8,000	\$ 100	\$ 60	\$165, sellers
<b>FIRE INSURANCE.</b>				
China Fire Insurance Co., Ltd.	20,000	\$ 100	\$ 20	\$85, seller
Hongkong Fire Insurance Co., Ltd.	8,000	\$ 250	\$ 50	\$325, seller & buyers
<b>DOCKS, ETC.</b>				
H'kong & Whampoa Dock Co. Ltd.	50,000	\$ 50	all	\$151
Geo. Fenwick & Co. Limited.	18,000	\$ 25	\$ 15	\$22, sellers
New Amoy Dock Co., Ltd.	10,000	\$ 63	\$ 62	\$ 6c, sellers
Shanghai Dock and Eng. Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 108, buyers
<b>— RAILROAD, ETC. ETC.</b>				
China and Mainland S. S. Co., Ltd.	30,000	\$ 25	\$ 25	\$23, sellers
Deutsche Steamship Co., Limited	20,000	\$ 50	all	\$40, sellers
H. K. O. and M. Steamboat Co., Ltd.	80,000	\$ 15	\$ 15	\$28
Indo-China S. N. Company, Limited	80,000	\$ 10	all	\$75 buyers
Star Ferry Company, Ltd.	10,000	\$ 10	\$ 10	\$255, buyers
Shall Transport & Trading Co., Ltd.	10,000	\$ 10	\$ 10	\$174, buyers
Tai Yut and Lighter Co., Ltd.	200,000	Tls. 50	Tls. 50	Tls. 50, sellers
Shanghai Tug & Lighter Co., Ltd.	80,000	Tls. 50	Tls. 50	Tls. 55
do. Preference.	100,000	Tls. 50	Tls. 50	Tls. 50, sellers
<b>REFINERIES.</b>				
China Sugar Company, Limited	20,000	\$ 100	all	\$145, sellers
Union Sugar Company, Limited	7,000	\$ 100	all	\$22, sellers
Persia Sugar Cultivation Co., Ltd.	7,000	Tls. 50	Tls. 50	Tls. 111
<b>WHAVERIES.</b>				
H.K. & Kw. Wharf & Godown Co.	30,000	\$ 50	all	\$88, buyers
Shanghai and Hongkong Wharf Co.	10,000	Tls. 100	Tls. 100	Tls. 230
<b>LAND AND BUILDINGS.</b>				
Hongkong Land Investment and Agency Company, Limited	50,000	\$ 100	100	\$103, buyers
Shanghai Land Investment Co., Limited	52,000	Tls. 50	Tls. 50	Tls. 56, x New Issue, sellers
Kowloon Land and Building Company	25,000	\$ 50	\$ 25	\$50, New Issue, sellers
Well built Land & Building Co., Ltd.	6,000	\$ 50	\$ 25	\$ 39
Ed. Empress Estate & Finance Co.	3,724	Tls. 25	Tls. 25	Tls. 12
West Point Building Co., Limited	150,000	\$ 10	all	\$114, sellers
<b>SEAWAYS.</b>				
H.K. High-Level Tramways Co., Ltd.	1,250	\$ 100	all	\$815
<b>MIXING.</b>				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$450, Nominal
Kong Auk Gold Mining Co., Ltd.	500,000	\$ 1	18 10	\$9, sellers
<b>HOTELS, ETC.</b>				
Hongkong Hotel Company, Ltd.	12,000	\$ 50	all	\$124
Astor House Hotel Co., Ltd. (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 135
Astor House Hotel Co., Ltd. (H'kong)	80,000	\$ 25	\$ 25	\$30
<b>DISPERSEMENTS.</b>				
A. S. Watson & Co., Limited	90,000	\$ 10	\$ 10	\$124, sellers
Watkins Limited	10,000	\$ 10	\$ 10	\$3, sellers
<b>AGENCIES.</b>				
H.K. & China Gas Co., Limited	7,000	\$ 10	all	\$175, buyers
Shanghai Gas Company, Ltd.	8,000	Tls. 60	Tls. 60	Tls. 124
Hongkong Electric Co., Limited	80,000	\$ 10	\$ 10	\$15, buyers
<b>BRICK AND CEMENT.</b>				
Green Island Cement Co., Ltd.	200,000	\$ 10	\$ 10	\$15, buyers
<b>WHEELMANUFACTURE.</b>				
Selle Asbestos Eastern Agency, Ltd.	8,604	\$ 12 1/2	12 1/2	\$7, sellers
United Asbestos Oriental Agency, Limited	400,000	\$ 10	\$ 4	\$9, buyers
(1). Steam Waterboat Co., Ltd.	10,000	\$ 10	\$ 10	\$150
Hongkong Dairy Farm Company, Limited	15,000	\$ 10	\$ 10	\$27, buyers
Hongkong Dairy Farm Company, Limited	25,000	\$ 7 1/2	\$ 6	\$17, x div. buyers
Shanghai Asbestos Co., Ltd.	5,000	\$ 15	all	\$235, sellers
Kong Woop Manufacturing Co., Ltd.	50,000	\$ 20	\$ 20	\$25, buyers
Hongkong Cotton Spinning Co., Ltd.	125,000	\$ 10	\$ 10	\$13, sellers
Kwo Cotton Spinning and Weaving Co., Ltd.	20,000	Tls. 60	Tls. 50	Tls. 74
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 94, ex div.
Leong-King-Ming Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 85
Cheong Cheong Cotton Spinning Co., Ltd.	2,000	Tls. 500	Tls. 500	Tls. 522 buyers
China Provision Loan Mortgage Co., Ltd.	200,000	\$ 1	\$ 1	\$9.25, sellers
China Borneo Company, Ltd.	50,000	\$ 12	\$ 12	\$10, sellers
Campbell, Moore & Co. Limited	12,000	\$ 10	all	\$32
Wm. Powell, Ltd.	3,000	\$ 10	\$ 10	\$4, sellers
Shanghai and Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$ 5		